

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES VHF OMNI RANGE (VOR) 62* 1/16/8 OAK ---///// - Crosshatch indicates Shutdown status. • ASOS/AWOS

122.1R Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice computingation may be available as determined by

> AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

HELICOPTER ROUTES HELICOPTER ROUTES

Compulsory Non - Compulsory

MARRIOTT 118.3 TRANSITION - - - - - -POLICE 2ONES 300 Maximum Altitude 500 Minimum 500 Maximum 500 Recommended Class D Airspace s ______*Alert Area and Military
Operations Area (MOA

National Defense Airspace
Temporary Flight Restriction

Federal Aviation

Class E (sfc) Airspace

Class E (sfc) Airspace

Special Airport Traffic Area
(See FAR 93 for details.)

(See FAR 93 for details.) MTR - Military
Training Route
ADIZ - Air Defense
Identification Zone 1000 ft and higher AGL Elevation of the top above mean sea level 2049 Height above ground (1149)

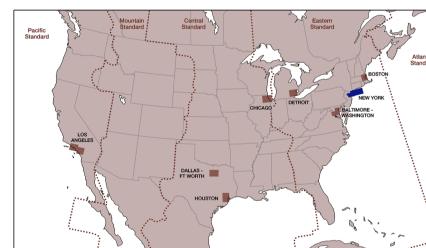
Lookout Tower 618 (Elevation Base of Tower)

MISCELLANEOUS

NEW YORK HELICOPTER

EFFECTIVE 0901Z 29 DEC 2022 TO 0901Z **23 FEB 2023**

Consult NOTAMs for latest information Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration. Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.



FAA Product ID: HELNY NSN 7641014104426 NGA REF. NO. HELOXNEWYORKVFR

CONTROL TOWER FREQUENCIES ON NEW YORK HELICOPTER ROUTE CHART Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies) Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground ntrol frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours. ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.

1.55 (2000' & BELOW WITHIN 8 NM OF KENNEDY)
7.6 (WITHIN 6.5 NM OF NEWARK) 25 263.0 (WITHIN 6 NM OF LAGUARDIA)

> FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_product For a list of approved FAA Print Providers, visit our website at: p://www.faa.gov/air_traffic/flight_info/aeronav/print_provide

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

> Lambert Conformal Conic Projection Standard Parallels 33° and 45° Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such pipelines — and railroads Check NOTAMs and see AIM for details.

> Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

> > Example: POWER PLANT The name shown is that used by the controlling personnel

and is not necessarily the official name of the feature.

14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on quadrangle, including terrain and obstructions (trees, towers, antennas, etc.). Example: 12,500 feet . .

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered

below reasonable and safe altitudes.

ROUTE DESCRIPTIONS NEWARK TERMINAL AREA

RRAZANO ROUTE: Hudson Checkpoint direct via Hudson River to center of Verrazano Bridge to offshore east of and shoreline (maintain clearance east of Gateway National Recreation Area) to Raritan River. NEWARK ROUTE: Hudson Checkpoint direct east end of Turnpike Bridge, direct EWR direct Galloping Hills Golf Course. LINDEN ROUTE: LDJ direct EWR west of runway 11 direct Holy Cross Cemetery direct Berry's Creek Bridge. ROUTE 280: Essex County Country Club Golf Course via Route I-280 to power plant direct West Entrance of Holland

MORRISTOWN TERMINAL AREA ROUTE 10: Intersection of I-287 and New Jersey Highway Route 10. Eastbound over New Jersey Highway Route 10 to Essex Co Golf Club. <u>ROUTE 24:</u> Intersection of I-287 and New Jersey Highway Route 24. Southbound over New Jersey Highway 24 to intersection of Route 24 & I-78. Direct to New Jersey Highway 22 to Galloping Hills Golf Course. ROUTE 287: Intersection of I-287 and New Jersey Highway Route 24 to intersection of I-287 and New Jersey Highway

TETERBORO TERMINAL AREA NOVEMBER ROUTE: West of TEB runway 19 centerline direct north to I-80 westbound to Route 17 to Garden State

ECHO ROUTE: West of TEB runway 24 centerline remaining east of TEB runway 19 centerline direct northeast to I-80

SIERRA ROUTE: <u>DEPARTURE</u> - Direct to windsock at Coca Cola plant to stack at metal treatment plant direct to the Lombardi Service Area. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT ALL TIMES, to the west entrance of the Lincoln Tunnel (via overhead N.J. Turnpike, I-95, - east extension and Route 3) or North Hudson Park. ARRIVAL - Via the west entrance to the Lincoln Tunnel or via North Hudson Park to the Lombardi Service Area direct to stack at metal treatment plant direct to windsock at Coca Cola plant. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT All TIMES, then direct to the airport REMAINING EAST OF THE EXTENDED CENTERLINE OF RUNWAY 01/19 and

WHISKEY ROUTE: TEB direct 1 NM south direct Berry's Creek Bridge via Route 3 to intersection of Garden State MEADOWLANDS ROUTE: TEB between extended centerlines to Berry's Creek to Meadowlands Sports Complex eastbound between Giants Stadium and racetrack direct Lombardi Service Area (Preferential route between 2200 and 0700

ESSEX COUNTY TERMINAL AREA

ROUTE 23: Southeast via Route 23 to intersection I-80 and US route 46. West via Route 46 to industrial area paralleling and east of runway 22 final approach direct CDW. GREAT NOTCH: Intercept route at intersection of US Route 46 and Garden State Parkway. West via Route 46 to POWERLINE: West-northwest via I-280 to Eisenhower Expressway cloverleaf northeast via powerline to tower east of FAIRFIELD: Intercept route at intersection of I-280, US Route 46 and I-80. East via I-80 to Fairfield water tank direct CDW between extended centerlines of runway 10 and runway 4. NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

EXAMPLES OF CLASS B ALTITUDES

— — Ceiling in hundreds of feet MSL — Floor in hundreds of feet MSL (Floors extending "upward from above" a certain altitude are preceded by

a (+). Operations at and below these altitudes are outside of Class B Airspace.)

VISUAL CHECKPOINTS GEOGRAPHIC COORDINATES

NAME	LATITUDE	LONGITUDE
Alpha	40-49.36N	073-53.22W
Alpine Tower	40-57.64N	073-55.36W
Amusement Park	40-58.00N	073-40.42W
Aqueduct Racetrack	40-40.34N	073-49.77W
Baisley Pond	40-40.67N	073-47.14W
Belmont Racetrack	40-42.96N	073-42.54W
Berry's Creek Bridge	40-48.66N	074-05.49W
Boonton Reservoir	40-53.00N	074-24.50W
Bravo	40-50.19N	073-52.42W
Bronx Zoo	40-50.76N	073-52.72W
Cedar Grove Reservoir	40-51.57N	074-12.83W
Clock	40-42.72N	074-02.03W
Co-op City	40-52.64N	073-49.69W
Cunningham Park	40-44.22N	073-46.25W
Essex Co Golf Club	40-47.19N	074-15.79W
Freeport	40-39.52N	073-34.07W
Fresh Kills Landfill	40-34.57N	074-12.43W
Galloping Hills Golf Course	40-41.03N	074-17.00W
Governors Island	40-41.07N	074-01.56W
GWB	40-51.08N	073-57.15W
Holy Cross Cemetery	40-47.26N	074-07.66W
Hudson	40-40.34N	074-02.68W
Intrepid	40-45.88N	074-00.05W
Jamaica Station	40-41.96N	073-48.54W
Jones Beach Monument	40-35.79N	073-30.49W
Kew Gardens	40-42.59N	073-49.83W
Lake Success	40-45.84N	073-42.47W
Lincoln Terrace Park	40-40.01N	073-55.61W
Livingston Mall	40-46.11N	074-20.98W
Lombardi Service Area	40-49.57N	074-01.68W
Manhattan Beach	40-34.54N	073-56.64W
Marine Parkway Bridge	40-34.41N	073-53.09W
Meadowlands	40-48.87N	074-04.51W
Nassau Coliseum	40-43.38N	073-35.45W
North Hudson Park	40-48.14N	074-00.04W
Oceanside Incinerator Plant	40-37.04N	073-38.37W
Oradell Reservoir	40-57.52N	074-01.23W
Ridgewood Reservoir	40-41.34N	073-53.19W
Sandy Hook	40-27.12N	073-59.97W
Short Hills Mall	40-44.61N	074-21.98W
Spuyten Duyvil	40-52.69N	073-55.54W
Statue of Liberty	40-41.35N	074-02.67W
Tappan Zee Bridge	41-04.27N	073-53.68W
	10 11 001	

40-41.69N

40-47.99N

40-53.51N

40-36.41N

40-54.06N

40-36.74N

074-07.03W

073-44.84W

073-53.72W

074-02.63W

073-50.94W

074-09.23W

Turnpike Bridge

Udall's Millpond

Van Cortlandt Park

Wakefield Switchyard

Willowbrook Expwy

WESTCHESTER TERMINAL AREA ARRIVAL - Enter at Byram Reservoir, proceed south along the right (west) side of I-684 (outbound traffic will be over I-684) until abeam the office building. Make a left turn and proceed along the northeast side Tamarack Golf Course to overfly Wooley Pond, direct to and overfly the AVCO building, then direct to the airport. <u>DEPARTURE</u> - Fly direct to and overfly AVCO building, direct to overfly Wooley Pond. Proceed along the northeast side of Tamarack Golf Course to I-684 then overfly I-684 (inbound traffic will be slightly west of I-684) to Byram Reservoir, on course. SIERRA ROUTE: ARRIVAL - Enter at intersection of Hutchinson River Parkway (Hutch) and Mamaroneck Avenue, then overfly Hutch to intersection of I-684. Proceed north along the right (east) side of I-684 to Barnes Lane (at no time does the route go west of I-684). Track inbound to the airport via the extended centerline of taxiway Charlie (old runway 5/23). <u>DEPARTURE</u> - Track outbound on the extended centerline of taxiway Charlie (old runway 5/23) to Barnes Lane, then south along the left (east) side of I-684 to the intersection of the Hutchinson River Parkway (Hutch) (at no time does the route go west of I-684). Overfly Hutch to intersection of Mamaroneck Avenue, on course. SIERRA ROUTE/BRONX ROUTE CONNECTION - Wakefield Switchyard direct northeast to the railroad tracks. Eastboun over the railroad tracks to intersection with Hutchinson River Parkway. Northbound over the Hutchinson River Parkway to intersection with Mamaroneck Avenue. WHISKEY ROUTE: ARRIVAL - Enter via Tarrytown Reservoir direct Kensico Dam, passing south of radio tower (870 MSL) and overflying Kensico Cemetery, direct Forest Lake (staving south of the extended centerline of runway 11/29), direct to southwestern e <u>DEPARTURE</u> - Fly outbound to southwestern end of taxiway Charlie (old runway 5/23), direct Forest Lake, direct Kensico Dam, direct Tarrytown Reservoir, passing over Kensico Cemetery and north of radio tower (870 MSL), on course. ECHO ROUTE: <u>ARRIVAL</u> - Intersect Merritt Parkway east of Putnam Lake. Follow parkway to Interchange 28, then direct AVCO building, direct destination on airport. <u>DEPARTURE</u> - Fly direct to and overfly AVCO building, direct Interchange 28, then overfly Merritt Parkway to a point east of Putnam Lake, on course. NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT. CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

Boundary of Agency Areas

ROUTE DESCRIPTIONS

N6 Avco Building N5 Wooley Pond S of corner on Richmond Hill Rd N1 S end of Byram WHISKEY ROUTE: (Taxiway Charlie) W2 Tower (Strobe SIERRA ROUTE: (Taxiway Charlie) Anderson Hill Road **Hutchinson River** Parkway & I-684 S2 Intersection of **Hutchinson River** Parkway & S end of Maplemoor Golf Course S1 Intersection of Hutchinson River Parkway & Mamaroneck Avenue ECHO ROUTE: The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at official by designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Science Rivers, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wildlife Ranges, Conservation Areas, Wildlife Ranges, Conservation #28 on Merritt Parkway #29 on Merritt Parkway Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss. Interchange #31 on the Merritt Parkway

WESTCHESTER TERMINAL AREA **ROUTE DESCRIPTIONS** TRANSITIONS FROM THE NEW YORK CITY HELICOPTER ROUTES **REPUBLIC TERMINAL AREA ROUTE COORDINATES** ROUTE COORDINATES REPUBLIC TERMINAL AREA REPUBLIC TERMINAL AREA SOUTHERN ROUTE: NYC ROUTING TO MICROWAVE ROUTE: ARRIVAL - Enter at Southern State Parkway and the Seaford Oyster Bay Expressway (Exit 27) Overfly Southern State Parkway until Route 110 (Exit 32), then northbound to Route 109. THROGS - Join Long Island Expressway and proceed to M1. 41-04.52N 073-42.02W S3 Route 109 & 110 40-43.36N 073-25.51W <u>DEPARTURE</u> - Southbound and parallel runway 01/19 until intersection of Route 109 & 110. Overfly Southern State Parkway until Seaford Oyster Expressway, then proceed on course. S2 Southern State Parkway 40-42.36N 073-25.76W 41-04.87N 073-41.86W NYC ROUTING TO SOUTHERN ROUTE: RECOMMENDED ALTITUDE - 1100 FEET. N4 Point in RH gulley 41-05.12N 073-41.94W SOUTH SHORE - Join Meadowbrook Route and proceed to Southern State Parkway and proceed to S1. S1 Southern State Parkway 40-42.07N 073-29.44W MEADOWBROOK - Join the Southern State Parkway and proceed to S1. & Seaford Oyster Bay MICROWAVE ROUTE: Expressway (Exit 27) $\underline{\text{ARRIVAL}} \text{ - Enter at Plainview and I-495 (Exit 46) and proceed directly to Microwave Tower, then southeast bound to Huntington Hilton. Follow Route 110 until airport.}$ N3 E side of Tamarack 41-05.67N 073-42.39W NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT. <u>DEPARTURE</u> - Northbound and parallel runway 01/19 until Multiplex Theater. Route 110 North CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE MICROWAVE ROUTE: N2 I-684 @ State Line 41-06.46N 073-42.74W until Huntington Hilton, then northwest bound to Microwave Tower. Intercept Long Island Expresswa CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING then proceed on course. M4 Multiplex Theater 40-44.33N 073-25.29W TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE 41-09.34N 073-41.42W RECOMMENDED ALTITUDE - 1100 FEET. INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. M3 Huntington Hilton 40-45.95N 073-25.54W OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY. M2 Microwave Tower 40-46.52N 073-26.50W W5 End of Old Runway 41-03.74N 073-43.04W M1 Plainview & I-495 40-47.75N 073-28.08W 41-03.69N 073-43.99W 41-04.44N 073-45.97W 41-04.74N 073-48.27W W1 Tarrytown Reservoir 41-05.01N 073-49.97W ON PRÌMARY 126.4 OR 257.65 End of Old Runway 41-03.74N 073-43.04W S5 Barnes Lane Overpass 41-03.21N 073-43.62W S4 Point E of I-684 @ 41-02.09N 073-43.21W 41-01.16N 073-42.92W 41-00.01N 073-43.56W PILOTS: PLEASE REQUEST TO FLY THESE ROUTES AT 2000' WHEN PRACTICAL AND POSSIBLE. ON DEPARTURE USE EXPEDITIOUS CLIMB TO 40-58.99N 073-44.66W ALTITUDE. ON DESCENT FLY PROFILE AS PER NEIGHBORLY GUIDE. E6 Avco Building 41-04.52N 073-42.02W E5 N Side of Interchange 41-05.11N 073-39.91W OF HELICOPTER N Side of Interchange 41-05.74N 073-39.11W ND FIXED WING TRAFF E3 N Tip of Putnam Lake 41-05.87N 073-38.24W E2 Interchange #31 on the 41-05.72N 073-37.97W E1 Point 1/2 mi. SE of 41-05.41N 073-37.47W Training for the New York Class B Airspace Hudson River and East River CAUTION: HIGH DENSITY OF HELICOP clusion Special Flight Rules Area is available online at www.FAASafety.go CIVIL HELICOPTER PILOTS OPERATING VFR ALONG THE NORTHERN SHORELINE OF The online course is called "New York City Special Flight Rules Area (SFRA)". ND FIXED WING TRAFFIC. LONG ISLAND, NEW YORK BETWEEN THE VPLYD WAYPOINT AND ORIENT POINT, MUST UTILIZE THE NORTH SHORE HELICOPTER ROUTE AND ALTITUDE, AS PUBLISHED. DEVIATIONS ARE PERMITTED FOR SAFETY, WEATHER CONDITIONS SPECIAL FLIGHT RULES AREA (SFRA) OR TRANSITIONING TO OR FROM A DESTINATION OR POINT OF LANDING. FOR A DETAILED EXPLANATION OF THE REQUIREMENT, SEE 14 CFR PART 93, SUBPART I OVERFLY THE WATER OF LONG ISLAND SOUND SOU OF THE CONNECTICUT/NEW YORK COASTLINE FOR FLY OF IFR JET OPERATIONS BETWEEN PILOTS: PLEASE REQUEST TO FLY THESE ROUTES AT 2000' WHEN PRACTICAL AND POSSIBLE. EPARTURE USE EXPEDITIOUS CLIMB TO ALTITUDE. ON DESC PRÖFILE AS PER NEIGHBORLY GUIDE. OCEAN CFR PART 93 NEW YORK CLASS B HUDSON & EAST RIVER EXCLU ircraft operating on the Hudson and East River Class B exclusion (SFRA) a e required to: a) Not exceed 140 knots IAS. N 125.7 OR 353.75 b) Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended.
c) Self announce on 123.075 for the East River and 123.05 for the Hudson River. d) Have a current New York TAC and/or Helicopter Route chart in the aircraft and familiarize themselves with the information contained therein.

requirements do not relieve pilots of compliance with applicable Federal on Regulations, including regulations governing minimum safe altitudes. So the chart for SFRA details. HELICOPTER ROUTES DEPICTED ALONG RIVER SHORELINES ARE INTENDED TO BE FLOWN OVER WATER, NOT PIERS, BULKHEADS, OR LAND.

OR 281.55 2000' & BELOW

WITHIN 8 NM OF KENNEDY ARPT

ALL ROUTES ARE RECOMMENDED ROUTES WHICH PILOTS MAY EXPECT TO RECEIVE WHEN AUTHORIZED TO OPERATE IN THE CLASS_B AIRSPACE. NLESS OTHERWISE INDICATED, ALTITUDES WILL BE ASSIGNED WHEN CONTACTING AIR TRAFFIC CONTROL. HELICOPTER ROUTE AND ALTITUDE SSIGNMENTS DO NOT RELIEVE PILOTS FROM THEIR DUTY TO COMPLY WITI FAR 91.119 AND 135.203(b). PILOTS ARE EXPECTED TO REQUEST AN ALTERNATE CLEARANCE IF NECESSARY FOR COMPLIANCE.

MODE C REQUIRED WITHIN 30 NM OF JOHN F. KENNEDY. LAGUARDIA-NEWARK INTL AIRPORTS (See FAR 91.215 AIM)

BRONX ROUTE: North tip Roosevelt Island direct Triborough Bridge toll plaza via west side I-278 to point ALPHA (I-895/I-278 intersection) direct to point BRAVO I-95 intersection SE of Bronx Zoo) northbound via elevated railway to Walefald switches and the second railway to walefald swi THROGS ROUTE: Udall's Millpond direct south Stanchion Throgs Neck Bridge direct LGA control tower direct Bowery Bay direct Triborough Bridge direct north tip Roosevelt Island. CENTRAL PARK ROUTE: North tip Roosevelt Island across Central Park Lake at 72nd Street direct Hudson River. MARRIOTT ROUTE: LGA direct to Marriott Hotel direct to intersection of Long Island Expressway and the railroad VAN WYCK ROUTE: LGA direct Grand Central Parkway to Kew Gardens VIA Van Wyck Expressway to east side approach end of RWY 13L. Note: Turn for east side approach end of RWY 13L prior to crossing Southern Parkway. Northbound traffic remain east of Van Wyck, southbound remain west. * BAISLEY ROUTE: Ridgewood Reservoir direct Baisley Pond direct east side approach end of RWY 13L. ** CONDUIT ROUTE: Ridgewood Reservoir direct Conduit Blvd. direct south side Aqueduct Racetrack direct JFK. NOTE: Arrivals remain south of Conduit, departures remain north. ** TRACK ROUTE: Intersection of Long Island Railroad and Meadowbrook State Parkway. West via Long Island Railroad to Ridgewood Reservoir direct to Lincoln Terrace Park. Note: Route may split at Ridgewood Reservoir. SUNRISE ROUTE: Approach end RWY 13L direct Southern Parkway via Sunrise Highway direct Freeport. MEADOWBROOK ROUTE: Intersection of Long Island Railroad and Meadowbrook State Parkway. South via CONEY ISLAND ROUTE: JFK direct old FLOYD BENNETT FIELD direct Coney Island to vicinity of West 32nd Street. Note: Helicopter activity in vicinity of old FLOYD BENNETT FIELD. NORTH SHORE ROUTE: From VPROK waypoint (Execution Rocks Lighthouse) eastbound via VPLYD waypoint orth of Lloyd Harbor) to the VPJAY waypoint (northwest of Port Jefferson LIPA plant smokestacks), then via and off the shoreline to Orient Point. Note: CAUTION rotary and fixed-wing aircraft, possible wake turbulence from IFR SOUTH SHORE ROUTE: Verrazano Bridge to the tip of Coney Island direct to Breezy Point Jetty then eastbound via nd off the shoreline to Montauk. Note: CAUTION rotary and fixed wing aircraft, banner towing, possible wake WILLIAMSBURG ROUTE: East River direct Williamsburg Bridge, maintain 900' eastbound south of Twin White Tanks RESERVOIR ROUTE: East 34th Street Heliport direct Newtown Creek to Twin White Tanks direct Ridgewood Northbound - East Side of Verrazano Bridge to Governors Island direct to southwest tip of Manhattan Island then Southbound - Harlem River direct west bank of Hudson River southbound via west bank to western Holland Tuni Northbound - Governors Island direct Williamsburg Bridge via east bank to Bowery Bay.

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE 40°30' CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

CREEK ROUTE: Lincoln Terrace Park direct Spring Creek Park direct to a point immediately adjacent to northwest

PARK ROUTE: JFK direct south side of Aqueduct Racetrack direct Prospect Park direct Hudson Checkpoint.

REPUBLIC ROUTE: Intersection of Broad Hollow Road and Fulton Street. Westbound over Fulton Street to

lempstead Turnpike. Westbound over Hempstead Turnpike to intersection with Meadowbrook State Parkway

Northbound over Meadowbrook State Parkway to Northern Parkway to Long Island Expressway. Westbound over Long Island Expressway to Cross Island Parkway. Northbound over Cross Island Parkway to Little Neck Bay. Ove

end of RWY 13R parallel taxiway. Note: Simultaneous fixed wing arrivals on JFK ILS RWY 13L.

NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT.

NEW YORK TERMINAL AREA

tracks direct to Ridgewood Reservoir as assigned, (see ** routes).

urbulence from JFK heavy jet overflights.

HUDSON RIVER ROUTE:

via east bank to Spuyten Duyvil.

Ventilation Tower to Hudson Checkpoint.

Southbound - Bowery Bay to west bank via west bank to Battery Park.

Little Neck Bay parallel to Cross Island Parkway to intersect THROGS ROUTE.

DOWNTOWN MANHATTAN Air tour helicopters may descend from STATUE OF LIBERTY / ELLIS ISLAND Class B airspace into the SFRA in the SCALE 1:50,000 SECAUCUS IXED WING TRAFFIC OPERATING ON THE HUDSON SFC NOUNCE ON 123.075 FOR THE EAST RIVER A OR THE HUDSON RIVER. ION CITY CENTRAL PARK 649 MANHATTAN QUEENS SFC HOBOKEN 70 **385** (335) GREENWICH VILLAGE VENTILATION TOWERS **70** + **05** JERSEY CITY LIBERTY STATE PARK LIBERTY NTL (Pvt) GOLF CLUB LIBERTY STATE SFC SFC TURNPIKE 4 BRIDGE **BROOKLYN** Heavy concentration of air tour operations at 500' AGL in the vicinity of the Statue of Liberty and Ellis Island. Air tour helicopters may initiate a climb to higher altitude in this vicinity. Pilots should avoid overflying these areas and maintain appropriate lateral distance. BAYONNE **15** BAYONNE ATLANTIC BAY SPECIAL FUGHT RULES AREA PART 93 CREEK NEW YORK CLASS B HUDSON & EAST RIVER EXCLUSIONS 220 GREENWOOD **13 NEW JERSEY** CEMETERY 70 NEW YORK SFC CEMETERY OF HOLY CROSS

ROUTE DESCRIPTIONS NEWARK TERMINAL AREA

VERRAZANO ROUTE: Hudson Checkpoint direct via Hudson River to center of Verrazano Bridge to offshore east of Staten

NEWARK ROUTE: Hudson Checkpoint direct east end of Turnpike Bridge, direct EWR direct Galloping Hills Golf Course. ROUTE 280: Essex County Country Club Golf Course via Route I-280 to power plant direct West Entrance of Holland Tunnel. Note: Power plant has 5 in-line stacks.

NEW YORK TERMINAL AREA

HUDSON RIVER ROUTE:

Northbound - East Side of Verrazano Bridge to Governors Island direct to southwest tip of Manhattan Island then via east

Southbound - Harlem River direct west bank of Hudson River southbound via west bank to western Holland Tunnel Ventilation Tower to Hudson Checkpoint.

Northbound - Governors Island direct Williamsburg Bridge via east bank to Bowery Bay.

PARK ROUTE: JFK direct south side of Aqueduct Racetrack direct Prospect Park direct Hudson Checkpoint.

BRONX ROUTE: North tip Roosvelt Island direct Triborough Bridge toll plaza via west side I-278 to point ALPHA (I-895/I-278 intersection) direct to point BRAVO I-95 intersection SE of Bronx Zoo) northbound via elevated railway to Wakefield

direct Triborough Bridge direct north tip Roosevelt Island.

to Ridgewood Reservoir direct to Lincoln Terrace Park. Note: Route may split at Ridgewood Reservoir.

WILLIAMSBURG ROUTE: East River direct Williamsburg Bridge, maintain 900' eastbound south of Twin White Tanks direct

RESERVOIR ROUTE: East 34th Street Heliport direct Newtown Creek to Twin White Tanks direct Ridgewood Reservoir

HARLEM RIVER ROUTE: Triborough Bridge via Harlem River northbound to Spuyten Duyvil.

CREEK ROUTE: Lincoln Terrace Park direct Spring Creek Park direct to a point immediately adjacent to northwest end of runway 13R parallel taxiway. Note: Simultaneous fixed wing arrivals on JFK ILS runway 13L.

TETERBORO TERMINAL AREA

SIERRA ROUTE:

DEPARTURE - Direct to windsock at Coca Cola plant to stack at metal treatment plant direct to the Lombardi Service Area. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT ALL TIMES, to the west entrance of the Lincoln Tunnel (via overhead N.J. Turnpike, I-95, - east extension and Route 3) or North Hudson Park.

ARRIVAL - Via the west entrance to the Lincoln Tunnel or via North Hudson Park to the Lombardi Service Area direct to stack at metal treatment plant direct to windsock at Coca Cola plant. REMAINING ON THE SOUTH SIDE OF EMPIRE BLVD. AT All TIMES, then direct to the airport REMAINING EAST OF THE EXTENDED CENTERLINE OF RUNWAY 01/19 and CLEAR ALL RESIDENTIAL AREAS.

NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

VISUAL CHECKPOINT GEOGRAPHIC COORDINATES

LATITUDE LONGITUDE <u>NAME</u> 40-42.72N 074-02.03W Governors Island 40-41.07N 074-01.56W 074-02.68W 074-00.05W 40-40.34N 40-45.88N Intrepid 40-40.01N 073-55.61W Statue of Liberty 40-41.35N 074-02.67W 074-07.03W

SPECIAL FLIGHT RULES AREA (SFRA)

EXAMPLES OF CLASS B ALTITUDES

70 — — Ceiling in hundreds of feet MSL

30 ——— Floor in hundreds of feet MSL

(Floors extending "upward from above" a certain altitude are preceded by a (+). Operations at and below these altitudes are outside of Class B Airspace.)

HELICOPTER ROUTES DEPICTED ALONG RIVER SHORELINES ARE INTENDED TO BE FLOWN OVER WATER, NOT PIERS, BULKHEADS, OR LAND.

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wildlerness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

ROUTE DESCRIPTIONS REPUBLIC TERMINAL AREA

SOUTHERN ROUTE:

<u>ARRIVAL</u> - Enter at Southern State Parkway and the Seaford Oyster Bay Expressway (Exit 27). Overfly Southern State Parkway until Route 110 (Exit 32), then northbound to Route 109.

<u>DEPARTURE</u> - Southbound and parallel runway 01/19 until intersection of Route 109 & 110. Overfly Southern State Parkway until Seaford Oyster Expressway, then proceed on course.

RECOMMENDED ALTITUDE - 1100 FEET.

MICROWAVE ROUTE:

<u>ARRIVAL</u> - Enter at Plainview and I-495 (Exit 46) and proceed directly to Microwave Tower, then southeast bound to Huntington Hilton. Follow Route 110 until airport.

<u>DEPARTURE</u> - Northbound and parallel runway 01/19 until Multiplex Theater. Route 110 North until Huntington Hilton, then northwest bound to Microwave Tower. Intercept Long Island Expressway

then proceed on course.

RECOMMENDED ALTITUDE - 1100 FEET.

NEW YORK TERMINAL AREA

REPUBLIC ROUTE: Intersection of Broad Hollow Road and Fulton Street. Westbound over Fulton Street to Hempstead Turnpike. Westbound over Hempstead Turnpike to intersection with Meadowbrook State Parkway. Northbound over Meadowbrook State Parkway to Northbound over Long Island Expressway. Westbound over Long Island Expressway to Cross Island Parkway. Northbound over Cross Island Parkway to intersect THROGS ROUTE.

NORTH SHORE ROUTE: From VPROK waypoint (Execution Rocks Lighthouse) eastbound via VPLYD waypoint (north of Lloyd Harbor) to the VPJAY waypoint (northwest of Port Jefferson LIPA plant smokestacks), then via and off the shoreline to Orient Point. Note: CAUTION rotary and fixed-wing aircraft, possible wake turbulence from IFR jet traffic as noted on the chart.

SOUTH SHORE ROUTE: Breezy Point Jetty then eastbound via and off the shoreline to Montauk. Note: CAUTION rotary and fixed wing aircraft, banner towing, possible wake turbulence from JFK heavy jet overflights.

NOTE: PILOTS ANNOUNCE INTENDED ROUTE ON INITIAL CONTACT

CAUTION: ROUTES DEPICTED AND ALTITUDES ASSIGNED DO NOT PROVIDE OBSTACLE CLEARANCE PROTECTION. PILOTS ARE RESPONSIBLE FOR SEEING AND AVOIDING TERRAIN AND OBSTACLES. THIS CHART DOES NOT DEPICT COMPLETE OBSTACLE INFORMATION DUE TO THE HIGH CONCENTRATION OF OBJECTS IN THE AREA. OBSTACLES AND OTHER FEATURES SUCH AS POWER TRANSMISSION LINES AND PROMINENT STRUCTURES ARE DEPICTED FOR LANDMARK VALUE ONLY.

CONTROL TOWER FREQUENCIES ON EASTERN LONG ISLAND INSET

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available. "MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS
BRIDGEPORT/SIKORSKY	0630-2200	120.9 257.8	121.75 257.8	119.15
EAST HAMPTON TOWN	0800-2000 SAT BEFORE MEML DAY-SUN AFTER LABOR DAY	125.225	121.9	
FRANCIS S GABRESKI	0700-2300	125.3 236.6	121.8 225.4	
LONG ISLAND MAC ARTHUR	0600-2400	119.3 335.5	135.3	120.72
REPUBLIC	0700-2300	118.8 279.65	121.6 269.6	126.65

CLASS B. CLASS C. TRSA. AND SELECTED APPROACH CONTROL FREQUENCIES

ULA55	B, CLASS C, TRSA, AND SELI	ECTED APPROACH CONTROL FREQUENCIES
FACILITY	FREQUENCIES	SERVICE AVAILABILITY
TONIC ICLAND CLACC	C 100.05.242.75	0.400 O.A. CLASS F

SPECIAL USE AIRSPACE ON EASTERN LONG ISLAND INSET

Unless otherwise noted altitudes are	† Other times by NOTAM.
MSL and in feet. Time is local.	NOTAM – Use of this term in Restricted
"TO" an altitude means "To and including."	Areas indicates FAA and DoD NOTAM
FL - Flight Level	systems. Use of this term in all
NO A/G - No air to ground communications.	other Special Use areas indicates the
Contact Flight Service for information	DoD NOTAM system

Contact Flight Service for information.

U.S.	P-PROHIBITED,	R-RESTRICTED,	W-WARNING,	A-ALERT,	MOA-MILITARY	OPERATIONS	AREA
NUMBER	ALTITUDE	TIME	OF USE		CONTROLLING CONTACT FACI		REQUENCIES
W-105 A	TO EL 500	INITED	AITTENIT DV NIOT	A A A	DOSTONI CNITO		

The following practices are mandatory in the Hudson River Exclusion:

Pilots self-announce at the following charted mandatory reporting points:

Fly along the west shoreline of the Hudson River when southbound, and along the east shoreline of the Hudson River when northbound while remaining within the boundaries of the Hudson River Exclusion. Aircraft overflying the area within the Hudson River Exclusion, but not landing or departing any of the Manhattan heliports or landing facilities, or conducting any local area operations, must transit the Hudson River Exclusion at or above an altitude of 1000 feet MSL up to, but not including, the floor of the overlying Class B airspace.

Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended. Pilots must have a current New York TAC and/or New York Helicopter Route Chart in the aircraft and

REGULATORY NOTICES

NEW YORK CLASS B HUDSON RIVER AND EAST RIVER

EXCLUSIONS
SPECIAL FLIGHT RULES AREA CFR PART 93

Special air traffic rules and communication requirements are in effect for persons operating aircraft under VFR, to, from, or in the vicinity of the New York Class B airspace. These procedures are in effect within the

Hudson River: That airspace below 1300 feet MSL between the east and west banks of, and overlying, the Hudson River within the area beginning north of LaGuardia Airport on the west bank of the Hudson River

at lat. 40°57'45"N., long. 73°54'48"W. (near Alpine Tower) thence south along the west bank of the Hudson

Narrows Bridge, thence east along the bridge to the east bank of the Hudson River, thence north along the

east bank of the Hudson River to lat. 40°38'39"N., long. 74°02'03"W., thence north along a line drawn direct

to the southwesternmost point of Governors Island, thence north along a line drawn direct to the southwest

tip of Manhattan Island, thence north along the east bank of the Hudson River to the LGA VOR-DME 11-

mile arc, north of LaGuardia Airport, thence counterclockwise along the 11-mile arc to lat. 40°57'54"N.,

East River: That airspace below 1500 feet MSL between the east and west banks of, and overlying, the East River beginning at lat. 40°38'39"N., long. 74°02'03"W., to the southwestern tip of Governors Island to the southwestern tip of Manhattan Island, thence north along the west bank of the East River to the LGA VOR-DME 6-mile arc; thence counterclockwise along the 6-mile arc to the east bank of the East River, thence south along the east bank of the East River to the point of beginning at lat. 40°38'39"N., long.

74°02'03"W.; and that airspace 1100 feet MSL and below between the east and west banks of, and overlying

No person may operate an aircraft within the airspace specified above unless that person continuously monitors and communicates, as appropriate, on the designated common traffic advisory frequency (CTAF).

Include the following information: aircraft type, current position, direction of flight and altitude.

The following practices are mandatory in both the Hudson River and East River Exclusions:

River to intersect the Colts Neck VOR-DME 023° (M) radial, thence southwest along the Colts Neck

023° (M) radial to the Hudson River shoreline, thence south along the shoreline to the Verrazano-

long. 73°54'23"W., thence to the point of beginning.

Intrepid

Statue of Liberty

Aircraft Operation

Self-announce as described above under Communications.

Maintain an indicated airspeed not to exceed 140 knots

familiarize themselves with the information contained therein.

The following practices are mandatory in the East River Exclusion:

VFR flight operations by fixed-wing aircraft (excluding seaplane fixed-wing aircraft landing or departing the New York Skyports Inc. Seaplane Base) in the East River Class B Exclusion (from the southwestern tip of Governors Island to the northern tip of Roosevelt Island) are prohibited unless authorized and being controlled by ATC. To obtain authorization, pilots must contact LaGuardia Airport Traffic Control Tower

Self-announce position on the appropriate CTAF.

